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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

By Appointment to H.M.
the King.

Those in favour of
health and strength
please signify in the
usual way by taking

BOVRIL

No. 15,985. 號五十八百九千五萬一第 日九念月五年元統宣 HONGKONG, FRIDAY, JULY 16TH, 1909. 五拜禮 號六十月七年九零百九千一英港香 PRICE, \$3 PER MONTH.

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Leave—Dairen	11 a.m.	"	"
Arrive—Mukden	8.50 p.m.	"	"
Leave—Mukden	9.15 p.m.	"	"
Arrive—Changchun	5 a.m.	Monday	Wednesday
Leave—Changchun	5.55 a.m.	"	Saturday
Arrive—Harbin	3 p.m.	"	"

Connecting at Harbin with

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Arrive—Changchun	6 p.m.	"	"
Leave—Changchun	7 p.m.	"	"
Arrive—Mukden	2.10 a.m.	Wednesday	Friday
Leave—Mukden	2.30 a.m.	"	"
Arrive—Dairen	12.30 p.m.	"	"
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CONDENSING STEAM ENGINE, 100
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PIGS
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96 CENTS A DOZEN. [a53]

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[a42]

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[a45]

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Hongkong, 4th December, 1907. [a44]

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A thoroughly First-Class and Up-to-Date Hotel
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THE Hotel is under European manage-
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All comforts of a home.
A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
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[a196]

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Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.
Every information and special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]

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DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
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Special arrangements for a long stay.
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[a46]

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WHISKYA BLEND OF THE FINEST PURE
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Hongkong, 26th April, 1909.

little doubt that the real origin of slavery is traceable to the constant strife which primitive communities waged with each other. The student of history remembers the helot of Greece and the bondman of Rome, and it will also be remembered that the nations which succeeded these had their particular forms of slavery or serfdom. The Saxons when they settled in England brought with them that system of villenage which obtained there till the middle ages. The slaves then were generally attached to the soil. They held land from their masters, to whom they looked for protection in time of war. They enjoyed a certain amount of liberty, and their condition perhaps is better described as that of bondsmen rather than slaves. Whether the form of serfdom which obtains in China is the descendant of that slavery, associated with the utilisation of prisoners of war is not quite clear, but it is safe to assert that the system of bondage found to-day in that great empire is parallel with the villenage of the dark and middle ages in Europe. The bondsmen are invariably attached to the soil. They may be bought or they may be born in bondage, but in the event of their owner not being able to keep them they may find work elsewhere and ultimately buy their freedom. This, it will be noticed, is one feature in common with the system which once prevailed in England. Happily, it is now not so common in China for men at any rate to lose their liberty. Boys are no longer bought to be slaves. They are bought to be sons, to become members of a sonless family, and with a view to their doing their duty to their benefactors when the latter have ceased to live. Unfortunately, the same cannot be said with regard to girls. Their easy purchase helps to perpetuate and make most acute the social evil in China. It is a subject that should make China's well-wishers blush for her good name. That girls of tender years should be purchased with the malevolent design of one day consigning them to the horrible existence which so many economically helpless women drag out in houses of ill-fame is an evil, an outrage, that must be apparent to all fair-minded people in and out of China, and its removal ought to appeal to all humanitarians. Doubtless, if the Viceroy's action be correctly reported, His Excellency's proclamation aims at this social blot. Were it erased through his instrumentality, countless numbers of girls and women would have cause to rise and call his name blessed, and China would certainly benefit by the purification. We have not seen any confirmation of the reported proclamation, but we hope it is true. We hope also that its operation will not be limited to the Canton vicerealty, but that it will spread throughout the empire.

Taking the report, however, as it stands, it would appear as if the proclamation referred more particularly to the bondmen to whom we have already alluded. The report sets out "The Viceroy of Canton has issued a proclamation ordering all householders to emancipate their slaves and report to the local authorities within one year. He further directs any slave who is kept in bondage after that time to apply to the officials for release." Even in this limited sense the news must afford gratification. It bears testimony to the spread of enlightened ideas, and shows that modern thought is permeating the Empire. In other words, it is another sign of the times. It is another step in the march of progress. In this matter we have to recognise that China is not so far behind the western world as in others. It is not a century since slavery was abolished in British dominions; in Europe itself, notably in Russia, serfdom continued till about the middle of last century, and the great struggle which convulsed America before the negro slaves were freed is fresh in the memory of many still alive. But we remember that before the slaves could be freed certain financial considerations had to be met. Is due regard paid to these by the reported proclamation? It might be possible to declare that from a certain time the trafficking in human flesh and blood shall cease, that the purchase of any bondsmen or bondswomen shall be illegal, but that would not necessarily liberate those who are in bondage at present. To say that householders shall emancipate their slaves without some *quid pro quo* is practically to declare the impossible—impossible because of its injustice. It would be manifestly unfair to those who took advantage of the law of the land to acquire bondsmen or bondswomen, to deprive them of that property without compensation. It may be that such a principle will not be recognised, but we rather think that it will, and it is this question of compensation which will delay the reform. The state of China's finances is too well known to call for statement, but it is such as to render doubtful any sum being voted for such a purpose, desirable though it may be.

The German Mail of the 18th June was delivered in London on the 13th inst.

We are officially informed that Newchwang has declared Hongkong to be an infected port.

Nineteen steamers sought refuge in Kowloon Bay from the typhoon on Wednesday night.

For stealing a small piece of sand, paper valued about ten cents from Quarry Bay, an employee from the Dock there was yesterday at the Magistracy sentenced to three weeks' imprisonment.

The Penang Chinese who was recently extradited from Hongkong has been committed for trial on the charge of falsifying the books of the Penang branch of the Hongkong and Shanghai Banking Corporation, and thereby obtaining \$70,000.

Formerly in command of the Boston Steamship Company's steamer *Shawmut*, Captain E. V. Roberts on June 11th took over the command of the Hill liner *Minnesota* in place of Captain Charles Austin, who has been her master for several years.

"She is not really my mother, but she is my mother," a small Chinese boy told Mr. Justice Gompertz in the Summary Court yesterday. In reply to another question he said, "I remember I was born in the country, and that my mother reared me and brought me up."

The Hongkong Government Lays, says the *Bangkok Gazette*, applied to the Government of India for the services of an officer with railway experience to represent them in connection with railway problems now pending in Southern China, and the question of the necessary selection is understood to be under consideration.

Gambling raids afoot are now being carried out by the police. Yesterday two gangs who had been arrested while gambling on board cargo boats were brought before Mr. Wood at the Magistracy by Inspector Kerr and fines of \$25 each were inflicted in most cases. At one raid \$45.35 had been captured and this sum was confiscated.

The Directors of the Kiangpoo Ting Coal and Iron Mining Co., Ltd., announce that the negotiations with the Chinese authorities have now been concluded, on the arrangement that the Chinese will pay an indemnity of Tls. 200,000 exclusive of the stock of coal in the Company's possession. A meeting of shareholders will shortly be convened.

A Naval Yard employee who on being searched at the gate by an Indian policeman was found to have in his possession a quantity of brass and copper. He struggled with the policeman and assaulted him, but this only aggravated his offence. Yesterday Mr. Hazeland at the Magistracy sentenced him to two months' imprisonment and six hours in the stocks.

The following have been invited to dine at Government House to-night to meet His Excellency, Kuo Erh-chen and suite:—Mr. S. W. To, Mr. Chan Suk-ki, Mr. Kwok Yik-ting, Mr. Yung Him-ping, Mr. Ng Li-hing, Mr. Chia U-tin, Mr. Li Yan-chun, Mr. Lau Yam-tsun, Mr. Leung Pui-chi, Mr. Ho Fook, Mr. Lau Chu Pak, Mr. Wei Yut, Dr. Ho Kai, Mr. G. T. Lloyd, Mr. Law, Mr. Harris, Mr. Blanchflower, Mr. Clementi, Mr. P. N. H. Jones, Mr. Gresson, Mr. Murray Stewart, Mr. Brewin, Sir Henry Berkeley, Commodore Lyon, Mr. Hutchison, Mr. Wodehouse, and Mr. Fletcher.

Lottie Kingsley, one of the unfortunate sisterhood who was banished from Hongkong on March 31st, was yesterday brought before Mr. Hazeland at the Magistracy on a charge of returning from banishment. She told His Worship that she was taking a tour and as the steamer on which she was travelling had to remain here four days she came ashore. On learning that she was wanted she surrendered herself to Mr. Badley, the Captain Superintendent of Police. She added that the steamer sailed on Sunday. His Worship adjourned the case until Monday and liberated the defendant in a personal bond of one dollar.

JAPANESE VOLCANOES.

Herr Immanuel Friedlander recently delivered a lecture in Yokohama on Japanese volcanoes, in the course of which he said that the total number of Japanese volcanoes could not be stated exactly, as it will always remain more or less a matter of arbitrary opinion which of the many mountains of volcanic material shall be reckoned as independent volcanoes and which not. The geological maps of Japan, however, give a good basis for calculation, and upon them Japanese geologists have marked 165 independent volcanoes. He arranged the volcanoes of Japan in the following great zones:—

1. The Kurile zone, stretching from Kamshadka along the Kurile Islands to Hokkaido.
2. A series of smaller zones which run parallel to the northern axis of Japan.
3. The Hakusan and Aso zone, running parallel to the South Japan axis.
4. The Fuji zone, which runs from the boundary between North and South Japan southward to the Ladron Islands.
5. The Kirishima zone, which extends from Kyushu on the west of the curve of the Lochoos nearly as far as Formosa.

The Japanese volcanic zones stand in the closest connection with the geological building-up of the country. For this reason, and also from their great size, they refute the view often expressed in recent years that volcanoes are merely local phenomena of subordinate importance. The length of the Hawaiian volcanic chain is, roughly, 1,700 miles and the Fuji chain is of about the same length.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creams, Lait Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

TURKISH ROYAL BEREAVEMENT.

LONDON, July 15th.
Suleiman Effendi, brother of the Sultan of Turkey, is dead.
He was in his 49th year.

PRINCE BUELOW'S SUCCESSOR.

LONDON, July 15th.
Vice-Chancellor Herr von Bethmann-Hollweg has been appointed to succeed Prince Buelow as Imperial Chancellor, the appointment involving several ministerial changes.
Herr Sydow, the Minister of Finance, becomes Prussian Minister of Commerce.
Herr Wermouth, Under-Secretary of the Interior, replaces Herr Sydow as Minister of Finance.LATER.
Herr Bethmann-Hollweg is a descendant of the eighteenth century Jewish banker of Frankfurt. He is a bureaucrat with leanings towards social reform, but has no experience of foreign policy.

CONTINUED FIGHTING AT TEHERAN.

LONDON, July 15th.
Reuter's Correspondent at Teheran reports that the fighting was continuous throughout the day, yesterday.
The shrapnel fired by the Shah's Cossacks struck the houses of the Europeans.
The Shah's troops are shelling the House of Parliament from the hills outside the city.

The British and Russian Ministers urged the Shah to arrange terms with the Nationalists, but His Majesty refused.

[FROM THE "CHEUNG NGOI SAN PO."]

THE DELIMITATION OF MACAO.

PEKING, July 15th.
The Prince Regent has given instructions to the Grand Secretaries to order His Excellency Kao Erh Chen, the Commissioner appointed to the Macao Delimitation Conference, to report by telegraph all questions in connection with the delimitation of boundaries.

GREAT RIDE BY A WOMAN.

Mrs. Herbert Wadsworth, a noted New York horsewoman, on the 21st ult. accomplished a riding feat which has never before been equalled by a woman rider. Setting out from her residence on the night of the 20th and making frequent changes of horses, she covered 159 miles in sixteen hours. This easily eclipses the record of ex-President Roosevelt, who earned the admiration of army officers last year by riding 120 miles in the same period of time.

FASHIONABLE HAT CAUSES RIOT.

An English lady who insisted on wearing one of the most startling of modern hats in a Rome music-hall has had an unfortunate experience with the crowd. The hat in question, says the Rome correspondent of the *Globe*, was a marvellous creation in the form of a fruit-basket, with a mass of fruit draped round the rim; and when the wearer took her seat in the hall there was an immediate chorus of protest from the appointed people in the rear, whose view of the platform was absolutely blocked out. Hissing and hooting followed, and the crowd resorted to a regular bombardment of the offending lady, and she was eventually obliged to beat a quick retreat from the hall.

Determined, however, to wreak vengeance on the hat, a mob rushed out after the lady, still hooting and yelling, until, to their surprise, the wearer turned upon them and aimed blows at the nearest of the rowdies. This was the signal for a general outbreak of hostilities, some of the bystanders taking the part of the persecuted Englishwoman, and others, fiercely attacking her. For the time the police, with drawn swords, had succeeded in restoring order, the cause of the whole affair lay ruined and squashed beyond recognition in the roadway, and its wearer was then escorted to her home by the police.

SUPREME COURT.

Thursday, July 15th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUBIC JUDGE.)

CLAIM FOR MONEY LENT.

Action was brought by Li Fuk Hing against Li Kam Tong, otherwise Mung Sin Wan, to recover \$300, amount due under a deposit note dated December 27th.

Mr. F. X. d'Almada e Castro (of Messrs. Almada and Smith) appeared for the plaintiff, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) represented the defendant.

Mr. Almada, in outlining the facts, said the plaintiff first made the acquaintance of the defendant when the latter was the owner of a stall in the Central Market. A few days later Mung Sin Wan told plaintiff that he was Li Kam and that he was the registered holder of the stall. Plaintiff did not believe it until defendant showed him his photograph, and then he advanced him \$300, for which he received a receipt signed by Li Kam Fong and Mung Sin Wan. Plaintiff had demanded repayment several times, but had not been repaid. Sometime in the month of June the register was altered, and another man's name was substituted.

His Lordship (to Mr. Harris)—Where is your client?
Mr. Harris—My client is there (pointing to the body of the Court and beckoning him to stand up). He is nine years old.A small boy arose and came forward.
His Lordship—Infancy is no defence in the Summary Court.

Evidence was then called, and the case for the plaintiff closed.

Mr. Harris presumed that his friend's suggestion was that Li Kam Tong, or his client, was a person who had a great affection for fighting sections, and having found that a writ was issued, he went up to the Registrar-General's, said his name was Li Kam Tong, and that he wanted to fight this section.

After hearing the evidence His Lordship entered judgment for the plaintiff against Li Kam Tong, but not against the boy who appeared as defendant.

LOCAL SPORT.

WATER POLO SHIELD COMPETITION.

Two matches in connection with the Water Polo Shield Competition were played at the V.R.C. enclosure last evening in the presence of a fair number of spectators. The first game was:—

V.R.C. V. LUSITANO RECREATION CLUB.

In this match some of the members in both teams were too fond of "fouling," the consequence being that the game was spoiled through too much whistle. The players were:

V.R.C.: F. K. Tate, A. E. Alves and L. E. Lammert; A. V. Barros, A. H. Carroll, P. M. Remedios and J. M. R. Pereira.
L.R.C.: F. M. E. Pereira, J. M. Lopes and C. M. S. Alves; C. A. Rodrigues, A. J. V. Ribeiro, F. L. Rosa and R. A. Carvalho.

From the start it was apparent that the V.R.C. had an easy thing, the opposing team being immediately forced to defend. And they remained on the defensive practically throughout the match, which ended with a big margin in favour of the home team.

Final: V.R.C., 8 goals; V.R.C., nil.

ROYAL ENGINEERS V. 88TH CO. R.G.A.

This was a much more interesting game, and ended in favour of the Engineers by three goals to one. The men who played were:

Engineers: Marsh, Goodyer and McCrory; Hayward, Holmes, Coxon and Barton.
Artillery: West, Hardy and Debenham; McAllister, Thomas, Snow and Beattie.

The Engineers were early aggressive, and throughout the first half maintained a sharp attack on their opponents' net, but were only successful in penetrating once, owing to the clever play of West, the R. E. keeper. In the second half the Artillery were again forced to defend and this time the better combination of the Engineers was productive of better results, two more goals being recorded. Towards the end of the half an opportunity offered for the Artillery, and the forward who was before the net made no mistake, driving the leather in at close quarters.

Final: Engineers, 3; Artillery, 1.

BOWLS.

C.S.C.C. V. POLICE B.C.

The following will represent the Civil Service on their green at 4.15 p.m., on Saturday next:—E. W. Dawson, J. J. Blake, C. Bond, A. M. Thornhill (skip), E. W. Brett, L. E. Brett, J. Macdonald, P. B. Adams (skip), E. H. Parkinson, A. Bloney, I. A. Wheel, R. Fenton (skip), F. Allen, R. Hudson, M. McIver, W. Fincher (skip).

Reserves: J. McLeod, W. S. Diggins and J. Wiltshire.

THE FOREIGN WARSHIPS IN JAPANESE PORTS.

The British cruiser *Monmouth* will stay at Yokohama until the 20th instant and then leave for Kobe. The U.S. cruiser *Gettysburg* may complete repair of her engines about the 10th instant, after which she will leave for Hakodate. The French flagship *D'Entrecasteaux* leaves for Matsushima on the 17th or 18th instant en route to Hakodate. The Austrian cruiser *Kaiserin Elisabeth* was expected to clear from the port last week. These ships had visited Yokohama in connection with the celebration of the Jubilee of the port.

NOTES FROM THE CAPITAL.

[FROM OUR OWN CORRESPONDENT.]

June 30th.

OFFICIAL CHANGES.

There have been quite a number of important official events recently. The chief, perhaps, is the return to his duties of H.E. Na Tung. Na Tung is the Manchou successor of the Chinese Yuan Shih Kai, and is a man of very different character and calibre from the former President of the Waiwpu. He is wholly in the hands of the Japanese, and is understood to be in dread as to the coming negotiations with the Japanese Minister on the Fukumen Railway, Chientao and other questions. It is expected that he will sacrifice Chinese interests and that there will be trouble in consequence for the whole régime. Even the Prince-Regent will be on his trial, so to speak, during the coming months.

DEATH OF THE METROPOLITAN VICEROY.

You will have received news of the death of H. E. Viceroy Yang of Chihli and of the appointment of Viceroy Tuan of Nanking as his successor. I can, however, give you some details that have not appeared in print. H. E. Yang began to suffer from Bright's disease more than two years ago when Governor of Shantung. At Tientsin, however, he seems to have limited himself to Chinese doctors and Chinese medicines. This resulted in the disease becoming chronic instead of being stopped, as it might have been had competent European medical skill been invoked. I mention this detail because it seems a pity that such a life should have been sacrificed at the early age of fifty, when its owner was in high favour with the Prince-Regent, and was by the agreement of all marked out for future high advancement.

Yang came to Tientsin and did well—better than anyone anticipated, especially of one following so distinguished a predecessor as Yuan Shih Kai. But the insidious disease was present all the time. Yang had both domestic and public worries.

Before he succeeded Yuan Shih Kai, Viceroy Yang was Governor of Shantung, and, coming much into contact with the Germans at Kiaochow and elsewhere in that province, and with other foreigners not having much communication, he naturally acquired a German bias. He is certainly the most pro-German Viceroy there ever was in Chihli. The Germans got the concession to build the northern section of the Tientsin-Pukou Railway, and naturally made the most of it from their own standpoint. The Director of this section was Tsoai Li Te Shan, a German-speaking official who married a German lady. The merchants and gentry of Tientsin and Chihli impeached him for corruption with the result that an official was sent from the capital to Tientsin to make investigations, the outcome being a recommendation that Li Te Shan should be dismissed. To this recommendation effect was promptly given. This culmination produced Viceroy Yang's seizure.

Here are some entirely new and perfectly authenticated particulars. After the anxious day of the Li Te Shan affair, H. E. had dinner, but was feeling ill at ease. His kidney disorder was worse, and it affected his stomach and digestive system. Yang would find relief in music. He was an excellent musician himself and he would sing. So he ordered in his orchestra and started singing. All know the familiar falsetto. Yang was extraordinarily effective in this method of vocal exercise. He went on till he got to a passage of very high notes, and these required some chest expansion to get out. While thus singing he suddenly became faint and dizzy. He sank into a chair, and immediately lost the use of one side and became speechless. Doctors both European and Chinese were sent for, and under the care of the European he was brought slowly but surely on the way to recovery from the stroke. But the stroke aggravated the Bright's disease, and this he would not allow the European doctors to treat properly. Both he and members of his family favoured the Chinese doctors, some of whom were qualified and some of whom were quacks. He swallowed large quantities of Chinese nostrums and would not take the European doctors' prescriptions. On the Friday before his death he defied the European doctors altogether, getting up and sitting on the side of his bed with his feet dangling on the floor.

That finished him. He fell back unconscious and remained so. The family were glad then to have the European doctors, who had been banished from the apartment for two days. They came but it was too late. They kept him alive on oxygen till Sunday morning, but he was dying all the time, and suddenly expired about 8 o'clock.

Yang had no connection with your district, but his death affects it, as it has involved the removal of Viceroy Chang from Canton to Nanking. It had been obvious that Yang's official career was terminated whether he survived a long or a short time.

THE NEW RAILWAY DIRECTOR.

An excellent successor to Li Te Shan as Director of the Tientsin-Pukou Railway has been appointed in the Chief Engineer of the Peking-Kalgan Railway, Tsoai Jime Tien Yow, who has constructed the Peking-Kalgan line himself without the assistance of any foreign engineer whatever. This line, by the by, is now completed, and will be opened for traffic for its whole length next month.

LATEST STEAMER MOVEMENTS.

The Apear str. *Catherine Apear* from Calcutta left Singapore on the 14th inst. afternoon, and may be expected here on or about the 22nd inst. The Indo-China str. *Kumgang* left Calcutta for this port via the Straits on the 15th inst., and may be expected here on or about the 29th inst.

THE SEEKER AFTER HEALTH

It is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skillful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of,

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d., 1/11 & 2/9.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500
II. Fire Funds 3,065,374 15 7

The undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1908. [908]

Cutler, Palmer & Co.'s



SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK."
A.I. A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet
Length on Blocks... 714
Width of Entrance on Top... 96
Width of Entrance on Bottom... 83
Water on Blocks at Spring Tide... 34

DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 61

DOCK No. 2.
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PAIEMENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

NOTICES TO CONSIGNEES

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."
FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 13th July, 1909. [8]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIO,"
FROM LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th July, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th July, 1909. [945]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Company's Steamship

"CAERNARVONSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 18th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown where they will be examined at 9.30 A.M., on SATURDAY, the 17th inst.

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 12th July, 1909. [953]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SYRIA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.
Hongkong, 14th July, 1909. [1]

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Black having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 12th July, 1909. [954]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS.

1908. With Index. Price 75s.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 21st January, 1909.

THE JUBILEE OF YOKOHAMA.

We take from Yokohama papers the following report of the speeches delivered at the celebration of the Jubilee of Yokohama on the 1st inst. —

THE MAYOR'S SPEECH.

Mr. MITSUHASHI, the Mayor, speaking in Japanese, said —

In celebrating the Jubilee of Yokohama on this auspicious day, I feel very gratified at meeting you all in this building this afternoon. Fifty years ago, when Yokohama was opened to foreign trade, it was a small fishing village, but since then it has continued to flourish, being favoured by its situation as a trading port. At the present time Yokohama has a population of 400,000 people, with 70,000 houses. The harbour improvement work is partially finished, and it gives me great pleasure to state that the shipping in this port is yearly increasing. Yokohama is now regarded as a most important commercial port in the Far East, the value of its foreign trade in recent years amounting to ¥350,000,000 annually. Such rapid strides attained during the past fifty years are indeed marvellous and without parallel.

This is no doubt owing to the growing intimacy between foreign Powers and Japan. Thanks are also due to the Yokohama citizens who have so materially contributed to promote the trade interests of the port. A glance at the great commercial cities in the West, however, reveals the fact that there still remains much room for improvement if we wish to convert Yokohama into a great international port in the East. In obtaining this object in view we rely upon the untiring energy and efforts of the citizens of Yokohama. As a memento of the fiftieth anniversary of the opening of Yokohama to foreign trade, the establishment of a Memorial Hall, which will serve as a public assembly hall, to-day the ceremony was conducted of laying the foundation of the new Hall with success. The Yokohama Municipal authorities will do their best in furthering the prosperity of this port in future. (Applause.)

MARQUIS KATSURA'S SPEECH.

The speech of MARQUIS KATSURA, the Premier, which was read by his private secretary, was as follows:—I esteem it the greatest pleasure to celebrate with you the Yokohama jubilee ceremony. What a marvellous metamorphosis it is that a mere desolate village should have become the most prosperous city in the Orient with the lapse of only fifty years! This is due to the fact that Yokohama is the entrance to the capital and stands at the very centre, so to speak, of communication, and that its geographical position and facilities have enabled the city to keep pace with the progress of the world's civilisation and the spirit of the regeneration of the Empire. Nevertheless I must not neglect to include also your able management of the city and the strenuous efforts on your part, which have been necessary in order to bring into existence a handsome city like Yokohama. I firmly believe that your perseverance and patience will make Yokohama one of the greatest ports in the world in the near future. In conclusion let me congratulate you upon the ever-increasing progress of the country and express the hope that the port will more and more share in this general prosperity. (Applause.)

M. GERARD'S SPEECH.

Monsieur GERARD, French Ambassador, spoke as follows:—

La date dont nous célébrons aujourd'hui l'anniversaire est inscrite au Livre d'Or de l'Extrême Orient et de l'Histoire.

L'ancien hameau de pêcheurs qui ne comptait en 1859 que quelques cabanes, et qui, en cinquante ans, est devenu l'un des grands ports du Pacifique et de l'Union, a vu s'accomplir l'un des événements les plus mémorables du Siècle dernier: l'ouverture d'un pays appelé à prendre si rapidement ses places parmi les grandes Puissances du monde, et à être par l'échange des produits et des idées, par le contact des civilisations, le lien entre le mystérieux Orient et l'Occident.

Vous avez, Monsieur le Président de Maire, célébré en termes élogieux la prodigieuse croissance de ce port, dont le commerce extérieur s'est, en 1908, élevé au chiffre de 330 millions de yen, et dont l'avenir paraît si bon droit, paraitre illimité.

D'antres voix disent quelle est, dans ces efforts et dans ces résultats, la part de la nation japonaise pour qui le développement de ce port est une tâche si importante. Je ne puis que vous féliciter de l'œuvre accomplie, et vous adresser mes vœux pour que la prospérité de ce port continue à croître et à se développer.

Le "Memorial Hall," dont la première pierre a été posée ce matin, consacrer, avec le souvenir de cette étonnante et de ceux, nationaux ou étrangers, qui ont joué un rôle dans les événements du demi-siècle écoulé, la pensée de paix, d'harmonie internationale sous les auspices de laquelle le Japon, en ouvrant au commerce du monde, a répondu à l'appel de ses propres destinées.

Nos vœux, notre confiance espoir sont, aujourd'hui comme il y a cinquante ans, que ce même esprit continue à inspirer nos communes relations et à assurer, dans un lointain avenir, avec le développement du commerce universel, le progrès interrompu de la civilisation et de l'humanité. (Applause.)

BARON SUFU'S ADDRESS.

Baron SUFU, Governor of Kanagawa Prefecture, spoke as follows:—

In offering my congratulations on the fiftieth anniversary of the opening of Yokohama to foreign trade, I have no hesitation in declaring that Yokohama is the most important commercial port of the Japanese Empire. In past years this port was a mere fishing village, but it is now in a most thriving condition, being destined to be a great central commercial port. Such a prosperous state of affairs is doubtless due to the ever-increasing cordiality existing between foreign countries and Japan. I trust that Yokohama will continue to flourish and be more prosperous than in the past.

PRESENTATION TO CITY BY CONSULAR BODY.
Mr. J. CAREY HALL, I.S.O., British Consul-General, said:—

Mr. Mayor, Your Excellencies, Ladies and Gentlemen,—In this celebration of the happy results of half a century's foreign trade, the foreign Consuls, whose main duties are connected with the trade and shipping of the port, desire to add their note to the general chorus of congratulations. None know better than they do that the advantages of trade can never be all on the one side; none perceive more clearly the indispensability of an enterprising mercantile class between the tillers of the soil and the manufacturers of goods on the hand and the general body of consumers of all classes on the other. This sound view of the necessity

and the bilateral beneficence of foreign trade was grasped with especial firmness of conviction by the first foreign Consul who ever resided in this country, the American, Townsend Harris. His opportunities for preaching the gospel of foreign trade were unique. And no man could have made better use of them than had during his two years' lonely residence at Eimoda and occasional visits to Yedo. His name should ever be associated with that of Commodore Perry in the minds of Japanese merchants, even as his memory is cherished with pride by foreign Consuls of all nationalities stationed in this country. Right worthy was he of the honour which his Government conferred on him in appointing him its first resident diplomatic representative. And no Englishman living here is likely to forget that their first national representative in Japan, Sir Rutherford Alcock and Sir Harry Parkes, were men of Consular experience. Both had an important part to play in Yokohama's early history; and the impartial verdict of posterity will be that they acquitted themselves with credit to their country and to the local authorities and officials with whom we are brought into contact. In the next place I must express our good wishes for the welfare of the port and our confidence in its future prosperity. For my own part, speaking with that careful observation requisite in the preparation of annual Consular trade reports, I affirm without fear of contradiction that Yokohama grew and prospered greatly during thirty years of free-trade régime which it enjoyed under the old 5 per cent. Import Tariff of 1865. Whether it was in consequence of that Tariff, or, as some may possibly suppose, in spite of it, is a controversial point on which I am not now at liberty to touch. But trade is a living thing, and accommodates itself to all conditions, and its benefits are not merely of the material kind; for commerce never has been and never can be carried on without a concurrent interchange of the amenities of social life. The exchange of commodities furnishes opportunities for the inter-communication of the mental, moral and spiritual products of all countries and climates. It does more; it habituates men to think of specific industry as a possible alternative to war for the organized collective activity of man. In short, it is the chief agency in that great movement which, amid all the din of war's alarms, we see going on around us to-day, even as it has been going on throughout recorded time, the growing incorporation of Humanity.

The future task which lies before the mercantile Japan is therefore not less arduous than that which has been performed by her soldiers in the past. Let us hope that the City of Yokohama will often have occasion to celebrate many a centenary of its opening to the trade and commerce of the world.

Turning to the Mayor, Mr. HALL said:—As a somewhat more durable token of the sentiments which I have so inadequately endeavoured to put into words, my colleagues of the Consular Body beg the acceptance, Mr. Mayor, by yourself and the Municipal Council, of the following inscription:—"Le Corps Consulaire à la Ville de Yokohama—en Souvenir du Cinquantième Anniversaire de l'Ouverture du Port." I. VII. MCXIX.

Around the stand were small silver plates bearing the names of the following Consuls:—Messrs. J. C. Hall, Doyen du Corps Consulaire; B. J. Babbitt, Ch. Baskin, A. J. Cornes, E. C. Davis, J. Enrique, L. Fyfe, A. Gerdie, V. Gresse, H. F. Koller, V. Palmarelli, S. Postano, de Vincenzis, Fr. Rota, A. Santos Silva, F. Thiel, A. Viel, S. Warming, Woo Chung Yen.

Mr. MITSUHASHI briefly returned thanks for the handsome gift, which he said the Municipal Council would treasure as a symbol of the pleasant relations existing between the Council and the Consular Body.

Baron SHIBUSAWA and Mr. OHS, Chairman of the Japanese Chamber of Commerce, also made brief speeches.

MR. HENSON'S SPEECH.

Your Excellencies, Ladies and Gentlemen,—His Worship the Mayor, our worthy Chairman, having spoken for all sections of the community in his welcome to the guests who have honoured our city on the fiftieth anniversary of its establishment, it is unnecessary for me to do more, on behalf of foreign residents, than most heartily endorse his remarks, particularly those in which he expressed the gratification experienced by all of us at the spectacle of the Empire's leading statesmen and the representatives of Treaty Powers assembled here to-day to participate in our celebration.

But, with your permission, I will say a few words on the unique character of the development of this city of Yokohama, which, from a hamlet of a hundred cottages, has grown in the short space of two generations to be one of the important trading centres of the world. In

1859 forty-four foreigners took up their residence here; to-day there are something like 9,000 living in what we are proud to consider one of the great marts as well as one of the most attractive cities in the Far East. Selected as a convenient spot for conducting the foreign trade of Central Japan, situated in that was then a backwater of the main stream of the country's commerce, resorted to by a few adventurous spirits for the purpose of opening up trade relations, Yokohama was never deserted by its good Genius, who early in its history knew how to exact the full measure of allegiance from residents of all nationalities. Keen, hard-headed men of business were brought under the spell and from the first served their city right faithfully, many who had come to trade remaining to make the place their permanent home, while others settled within its hospitable boundaries who merely reached these shores as inquiring sightseers. All experienced the charm exercised by the erstwhile swampy fishing village, and in their several ways contributed to the astonishing progress which has been manifested in the last fifty years, the result of which this celebration to-day bears witness. The development of Yokohama has proceeded in uninterrupted prosperity side by side with the increase of trade conducted on highly competitive lines but under conditions calculated to secure the best results from that international co-operation which constitutes the special feature of the city's rise. As in the past we have assisted at the progress of Yokohama, so in the future it is our ambition to aid in such ways as may be within our power in the continued prosperity and expansion of our city, of which all residents, irrespective of nationality, are so justly proud. (Loud applause.)

This brought the formal proceedings to a close.

In connection with the Jubilee celebration the Japan Gazette Office has published a really excellent Special Semi-Centennial Number of upwards of eighty crown folio pages, profusely illustrated with portraits of foreign residents who have been prominently associated with the history of the port during the past half century. There is also an inset about three feet wide by two deep giving three panoramic views of the city—one showing its salient features in 1860; the second being a photographic view of the city in 1870, and the third giving an excellent bird's-eye view of the city as it appears to-day. Nothing could give a better idea of the marvellous development of the place than these three views. Many of the articles the Special Number contains have been written by the oldest residents of the port and will be found deeply interesting. The Editor in an admirable preface remarks that the number is "not a dry statistical history—of Yokohama; it is a Family Record of Personal Yokohama reminiscences of unique variety and interest," a description which we cordially endorse. We can sincerely congratulate the Japan Gazette Office upon the general excellence of the production, from the technical as well as the literary point of view, and we have much pleasure in drawing the attention of old Yokohama residents to its publication.

CHINESE MOHAMMEDANS.

REPORTED REBELLION.

A Mohammedan rising is reported to have broken out in the province of Shanai. The N.C. Daily News has been shown a letter received in Shanghai last week from Sianfu, on the envelope of which was the following:—"In Kansu famine threatening, Mohammedans are making desultory attempts at rebellion and severity of Charles' party cannot rally out from Lanzhou. When this rebellion, Mitanhsien and Yulin in rebellion and besieged. Special military Tactical sent from Sianfu in haste."

It would appear from the above message that a rebellion has broken out in the north of the province of Shanai and that attempts are being made by the Mohammedans of Kansu to raise the standard of revolt in the region of the capital of that province.

A telegram to the Mantsch dated Peking, June 23, states that in the course of last year Mr. Clarke, President of the American Geographical Association, entered the Chinese North-western provinces with a party of seven Englishmen and Germans on an exploring expedition, having previously obtained certain privileges from the Peking Government through the American Minister. On June 21, one of the members of the party, Mr. Shijian (?), was killed by natives at Anting, Kansu. Mr. Sowerby, an Englishman, was also attacked, but was rescued on the following day.

We understand that Mr. Clarke who organized the expedition referred to, is an American millionaire and is a member of several of the leading science and art societies of the United States of America. The party, which was well organized and equipped, included Englishmen, Germans and some Indians. One report states that it was an Indian who was killed at Anting. When this trouble was settled the party apparently continued the journey as far as the capital of Kansu, which place they were unable to leave on account of the disturbed condition of the country. It is known that Mr. Sowerby, who is a naturalist, was with the expedition. The report to the effect that he was wounded at Anting is unconfirmed. The four towns mentioned in the postscript of the letter are in the extreme north of Shanai, between the provinces of Kansu and Shanai.

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits. [958-1]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES. FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. [47]
Hongkong, 6th March, 1907.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to S&S&G, at \$6.87 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. WM. SCHMIDT & Co. [623]
Hongkong, 26th October, 1906.

GUNS

DIRECT from the Manufacturers at Lowest Prices. 12 bore Double Breech-loaders from 30s. each. Illustrated catalogue of LATEST MODEL Shot Guns, Combination Guns, Sporting Rifles, etc., post free. C. JAMES & REYNOLDS, 84, George Street, Minorities, London, E.C., Eng.

SINGON & CO.

IRON, STEEL, METAL, and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry—Coke, Lamps, General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

As SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREEKCH AND HAS BEEN BOTTLED SINCE 1850.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

794

PER CASE \$15

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

NOTICES TO CONSIGNEES

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 13th July, 1909. [8]

THE HONGKONG DAILY PRESS, FRIDAY, JULY 16TH, 1909.

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SHIPPING.

ARRIVALS.
ANNUAL, British str., 15th July—Canton.
BOMBAY MARU, Japanese str., 3,336, W. A. Evans, 14th July—Bombay 24th June.
COTTON YARN, Nippon Yusen Kaisha.
CHINA, British str., 3,168, 15th July—Yokohama 7th July, Mails and General—P. M. S. S. Co.
CHUYANG, British str., 15th July—Canton.
EMPEROR OF INDIA, British str., 5,940, E. Beetham, 15th July—Shanghai 12th July.
MAILS and General—C. P. R. Co.
PUDO MARU, Japanese str., 1,239, Ariake, 14th July—Wakamatsu 7th July, Coal—Mitsui Bussan Kaisha.
GERMANIA, German str., 15th July—Canton.
GREGORY APCAR, British str., 2,961, S. H. Belson, 15th July—Singapore 9th July.
General—David Sassoon & Co.
HANGKONG, British str., 1,356, S. Wilde, 14th July—Shanghai 10th July, General—Jardine, Matheson & Co.
HAITAN, British str., 1,183, J. S. Roach, 14th July—Swatow 15th July, General—Douglas, Laprak & Co.
HELEN, German str., 774, Jensen, 15th July—Haiphong & Hoihow 14th July, Rice—Jahn & Co.
KAIYUKU MARU, Japanese str., 1,903, Suda, 15th July—Moji 8th July, Coal—Mitsui Bishi Goshi Kaisha.
KWANGLEE, Chinese str., 15th July—Canton.
KWANGSE, British str., 1,205, Harde, 15th July—Moji 9th July, Coal—Butterfield & Swire.
KWEIYANG, British str., 1,424, M. Dawson, 15th July—Yokohama 13th July, General—Butterfield & Swire.
LENAN, British str., 1,352, C. C. Williams, 14th July—Shanghai 11th July, General—Butterfield & Swire.
NANSHAN, British str., 15th July—Canton.
PETROHABER, German str., 1,373, Goewisch, 14th July—Hoihow 13th July, Rice—Butterfield & Swire.
SIMLA, British str., 5,884, C. D. Goldsmith, 15th July—Yokohama 29th June, General—P. & O. S. N. Co.
TAIKOAN MARU, Japanese str., 1,994, Fukui, 15th July—Moji 9th July, Coal—Mitsui Bussan Kaisha.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 15th July.
Andalusia, German str., for Shanghai.
Hanjiang, British str., for Canton.
Kwaiyang, British str., for Canton.
Prize Steamer, German str., for Shanghai.
Prize Steamer, German str., for Shanghai.
Si. Patrick, British str., for Singapore.
Taiwan, British str., for Shanghai.
Torch, German str., for Europe, &c.

DEPARTURES.
 15th July.
FIUME, German str., for Fagoc.
GERMANIA, German str., for Hongkong.
KOWLOON, Chinese str., for Canton.
KWANGTAN, Chinese str., for Canton.

SHIPPING REPORTS.
 The British str. *Gregory Apar* reports: Shanghai to Swatow moderate weather, thence to Hongkong strong easterly winds, rough sea and heavy squalls.
 The Brit. str. *Gregory Apar* reports: From Singapore, to lat. 18° N. fresh S.W. monsoon and fine clear weather. On the evening of the 13th inst., a very heavy rain and typhoon sunset occurred in lat. 18° 37' N. long. 115° 40' E. passed to the right of a typhoon, centre 40 miles distant moving W.N.W. winds westerly by S. Typhoon bar 29.30, hence to port heavy gale from S.W.S. and S.E. with heavy rain, squalls and high seas.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIMLA	Brit. str.	1	C. D. Goldsmith, B.N.E.	P. & O. S. N. Co.	To-day, at 8 A.M.
LONDON & ANTWERP VIA USUAL PORTS OF CALL.	DEIRA	Brit. str.	1	B. W. H. Snow	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON & ANTWERP	SEGOVA	Brit. str.	1	Hayes	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	1	Müller	HAMBURG-AMERICA LINE	On 12th Aug.
COPENHAGEN & ST. PETERSBURG	SIAM	Swed. str.	1		MELCHERS & CO.	About 25th inst.
HAVE & HAMBURG VIA STRAITS, &c.	BRASLIA	Ger. str.	1	Jäger	HAMBURG-AMERICA LINE	On 23rd inst.
HAVE & ROTTERDAM, BREMEN & HAMBURG, &c.	SEGOVA	Ger. str.	1	Schels	HAMBURG-AMERICA LINE	On 31st inst.
HAVE & HAMBURG VIA STRAITS, &c.	SIAMONIA	Ger. str.	1	Peter	HAMBURG-AMERICA LINE	On 20th Aug.
MARSEILLES, LONDON & ANTWERP	CARDIGANSHIRE	Pr. str.	1	W. O. Tyers	JARDINE, MATHESON & CO., LD.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMAND BEHIC	Ger. str.	1	Lafont	MELCHERS & CO.	On 20th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ISTRIA	Jan. str.	1	H. Petersen	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jan. str.	1	K. Homma	NIPPON YUSEN KAISHA	On 21st inst., at Night
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YEDDO	Jan. str.	1	F. L. Sommer	NIPPON YUSEN KAISHA	About Middle of Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAKO MARU	Jap. str.	1		NIPPON YUSEN KAISHA	On 30th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA MARU	Jap. str.	1		TOYO KISEN KAISHA	To-day, at 8 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Ger. str.	1	J. Randemann	MELCHERS & CO.	About 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORCK	Ger. str.	1	P. Giergisch	SANDER, WIELER & CO.	About 21st Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PERSIA	Ann. str.	1	W. G. Williams	JARDINE, MATHESON & CO., LD.	On 31st Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRAWADI	Brit. str.	1		DODWELL & CO., LD.	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONCASTER CASTLE	Brit. str.	1		ARNOLD, KARRER & CO.	On 24th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WELSH PRINCE	Brit. str.	1		CANADIAN PACIFIC R. CO.	On 10th Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EXPRESS OF INDIA	Brit. str.	1	J. Mathes	CANADIAN PACIFIC R. CO.	On 18th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COMBERO	Brit. str.	1		CANADIAN PACIFIC R. CO.	On 31st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	1		CANADIAN PACIFIC R. CO.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FITZPATRICK	Jap. str.	1	E. R. Hutchinson	NIPPON YUSEN KAISHA	On 17th Aug., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	1	K. Sato	NIPPON YUSEN KAISHA	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAKO MARU	Jap. str.	1	M. Hagino	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	1	D. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAITIAN	Brit. str.	1	McArthur	GIBB, LIVINGSTON & CO.	On 8th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	1	T. Sakine	NIPPON YUSEN KAISHA	On 8th Sept., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	1	T. Takada	NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ASUTA MARU	Jap. str.	1	Wm. Thompson	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap. str.	1	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THIRAPAS	Dut. str.	1	Pander	JAVA-CHINA-JAPAN LINE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NANSHAN	Brit. str.	1	Kennis	JARDINE, MATHESON & CO., LD.	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	1	V. Moynihan-Liddell	JARDINE, MATHESON & CO., LD.	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGSHING	Brit. str.	1	Sandbach	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	1	F. v. Binzer	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANNU	Brit. str.	1	D. C. Gregor, B.N.E.	P. & O. S. N. Co.	To-day, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	STRIA	Ann. str.	1	Radonich	SANDER, WIELER & CO.	To-morrow, P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SLIMIA	Brit. str.	1	Williams	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GEROBY APCAR	Brit. str.	1	S. H. Belson	DAVID SASSOON & CO., LTD.	On 19th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BERNARD SIMONS	Frans. str.	1	Girard	MELCHERS & CO.	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HANGKONG	Brit. str.	1	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANADIAN PACIFIC R. CO.	Ger. str.	1	Babel	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	1	Y. Fasano	OSAKA SHOSHUN KAISHA	On 22nd inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUJIN MARU	Jap. str.	1	G. W. Gordon, B.N.E.	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINESE	Brit. str.	1		BUTTERFIELD & SWIRE	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEHNI	Brit. str.	1		BUTTERFIELD & SWIRE	On 24th inst., at Night
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHENAN	Ger. str.	1	Malchow	HAMBURG-AMERICA LINE	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DORTMUND	Brit. str.	1	Bradley	JARDINE, MATHESON & CO., LD.	On 30th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KURANG	Dut. str.	1	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	About Beginning of Aug.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDIA	Dut. str.	1	J. M. Hay	JARDINE, MATHESON & CO., LD.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VIJAYARAJ	Brit. str.	1	K. Sugi	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KORANG	Brit. str.	1	H. Moriyama	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PAKHAI	Jap. str.	1	J. S. Bosch	OSAKA SHOSHUN KAISHA	On 21st inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PAKHAI MARU	Jap. str.	1	H. Moriyama	OSAKA SHOSHUN KAISHA	On 21st inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIGI MARU	Jap. str.	1	S. H. Rolfe	DOUGLAS, LAPRAK & CO.	To-day, at 2 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIGI MARU	Jap. str.	1	B. Rodger	BUTTERFIELD & SWIRE	On 22nd inst., at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DAIGI MARU	Jap. str.	1	R. H. Rolfe	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YUNFANG	Brit. str.	1	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 23rd inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ZAFIRO	Brit. str.	1	R. W. Almond	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THAN	Brit. str.	1	A. Somerville	BUTTERFIELD & SWIRE	On 27th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LOONGHANG	Brit. str.	1	G. H. Pannfather	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUJI	Brit. str.	1	W. G. Hall	JARDINE, MATHESON & CO., LD.	On 22nd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAMAGUCHI	Brit. str.	1	Fred. Fyfe	NIPPON YUSEN KAISHA	On 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUNGLANG	Brit. str.	1	J. G. Olfert	DAVID SASSOON & CO., LTD.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAUANG	Brit. str.	1	Boa Gey	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CYLOS MARU	Jap. str.	1	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 3rd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	1	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ORANG	Brit. str.	1			
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMANG	Brit. str.	1			
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THIRNI	Dut. str.	1			

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."
 Captain J. G. Olfert, will be despatched for the above Ports TO-MORROW, the 17th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 14th July, 1909. [952]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"SILLESIA."
 Capt. Radonich, will leave for the above places TO-MORROW, the 17th inst., at Noon.
 This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 12th July, 1909. [3]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Belson, will be despatched for the above Ports on MONDAY, the 19th inst., at 4 P.M.
 This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.
RETURN TOURS TO JAPAN.
 (Occupying 24 Days).
 Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 14th July, 1909. [959]

"SHIRE" LINE OF STEAMERS, LTD.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"CARMARTHENSHIRE"
 will be despatched as above on or about the 20th inst.
 The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
 Agents.
 Hongkong, 5th July, 1909. [928]

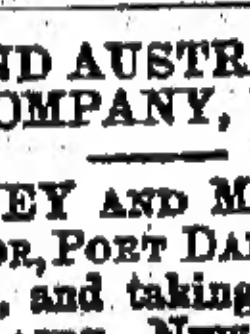
EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Land Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"
 Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 6th June, 1909. [906]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO TRIESTE (Direct), SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils to Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"PERSIA."
 Capt. P. Giergisch, will be despatched as above on or about the 27th inst.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong 3rd July, 1909. [3]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI"
 Captain W. Gray Williams, will be despatched as above about the 21st August, 1909.
 For Freight or Passage apply to
JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 15th July, 1909. [966]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK" Capt. J. Randeremann	Friday, 16th July, at 8 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Binzer	Friday, 16th July, at Noon.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, and SYDNEY	"PRINZ SIGISMUND" Capt. D. Lenz	Friday, 16th July, at 5 P.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 16th July, 1909. [5]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C. TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* KUMERIC	6,232	J. Mathes	On 29th July.
* ATYMERIC	4,363	J. Boyd	On 26th August.
* SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 1st July, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Ghard	On 19th July.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday in the Council Chamber.

The following were present:—
His Excellency THE GOVERNOR, Sir FREDERICK JOHN DEARLY, LUGARD, K.C.M.G., C.B., D.S.O.
Hon. COLONEL DARLING, B.E. (Acting G.O.C.).

Hon. Mr. A. M. THOMSON (Acting Colonial Secretary).

Sir HENRY BERKELEY, K.C. (Acting Attorney-General).

Hon. Mr. G. M. MESSER (Colonial Treasurer).

Hon. Mr. P. N. H. JONES (Acting Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Dr. HO KAI, K.C., C.M.G.
Hon. Mr. E. OSBORNE.
Hon. Mr. W. J. GRESSON.
Hon. Mr. E. A. HEWITT.
Hon. Mr. MURRAY STEWART.
Hon. Mr. WEI YUK, C.M.G.
Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.
The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Financial Minute No. 31 and 32, and moved that it be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.
The Colonial Secretary, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 10) and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

COMPANIES (LOCAL REGISTERS) AMENDMENT ORDINANCE.

The Attorney-General—Sir, with respect to the first item on the order of the day, the third reading of the Bill entitled an Ordinance to amend the Companies (Local Registers) Ordinance 1907, I move that the bill be reconsidered to Committee in order that we may reconsider clause 4.

The Colonial Secretary seconded, and Council went into committee on the Bill.

The Attorney-General—Sir, it will be in the recollection of the committee that at the last meeting certain words were added to clause 4 which were, in effect, that a fee of \$100 should be paid for an authorisation under this section to the Registrar of Companies. The Committee will remember that the Government had proposed that \$10 should be the fee, but, on the motion by way of amendment of an hon. member, the sum was raised to \$100. Since the Committee rose it has been suggested to the Government that a more equitable way of calculating the fee would be on a sliding scale, the amount of which was to be based upon the amount of capital of the Company making the application in each case. This suggestion commends itself to the Government, and I will now move that the amount be altered from \$100 to \$25 in case of companies having a capital not exceeding \$25,000; to \$50 in case of companies with a capital exceeding \$25,000 and not exceeding \$100,000; and to \$100 in case of companies whose capital exceeds \$100,000. I am not sure whether that suggestion will meet with approval, but it seems a fairly equitable basis on which to go.

Hon. Mr. HEWITT—I think we may reasonably ask for \$150 from companies whose capital is over half a million, and for \$200 from companies with a capital over one million, but I don't hold very strong views on the subject.

Hon. Mr. MURRAY STEWART—May I inquire what fees are charged in Singapore?

The Attorney-General—We don't know.

Hon. Mr. STEWART—We don't want to drive companies away to other ports.

Hon. Mr. OSBORNE—The object, Sir, of this amendment is to charge less to the small companies, but as this scale sends the company with a capital of \$25,000 pays \$1 per thousand. When it comes to a company with a capital of \$100,000 it pays fifty cents a thousand, while a company with over \$100,000 capital pays \$1 per thousand, so that in two instances companies would pay a dollar and in the other instance fifty cents. My amendment is that the fee should be \$1 per thousand on the authorised capital, and that in no case shall the fee exceed \$250.

The Attorney-General—What do you mean by the authorised capital?

Hon. Mr. OSBORNE—The capital authorised by the association.

Hon. Mr. HEWITT—It must be the paid up capital. A company may have \$100,000 and \$50,000 paid up. The paid up capital is the capital they are working on.

Hon. Mr. OSBORNE—All right, make it paid up.

The Colonial Secretary—This is an additional not imposed on the Registrar of the Court, and purely an administrative act. It would not take any more time or expense in the case of one company than in the case of another.

Hon. Mr. GRESSON—I quite agree with the Colonial Secretary, and I think it very, very hard on these companies to have to pay such a sum. Take the Shanghai Investment Company, for instance. It will have to pay \$250 for a minimum of work, and I don't think it should be asked to pay it.

Hon. Mr. GRESSON—What fee would you propose?

Hon. Mr. GRESSON—I think the fees at present in the Bill before us are quite reasonable.

The Attorney-General—What \$10?

Hon. Mr. GRESSON—No, \$25, \$50 and \$100.

Hon. Mr. OSBORNE—I think, Sir, that if there is any advantage whatever in these companies registering in Hongkong they

can surely afford to pay what is, after all, a very small sum for each company. There is no doubt it entails a very large amount of work, which the Colony has to pay for.

Hon. Mr. HEWITT—It is a distinct advantage to companies formed outside the Colony to be registered in the Colony, and I think they ought to pay for it. I will second the Hon. Mr. Osborne's motion, and it can go before the Committee in the usual way.

His Excellency—I think we are all agreed that there should be a scale of sorts.

Hon. Mr. HEWITT—I think the scale of the Government is too low.

His Excellency—I will put the hon. member's amendment to the committee. It is, "That there shall be paid for an authorisation under this section a fee of \$1 per thousand on the paid up capital, but in no case shall it exceed \$250."

On the amendment being put to the meeting it was carried by eight votes to five.

Council then resumed.

The Attorney-General—Sir, I beg to report to the Council that the Bill has passed through Committee with slight amendments, and moved that it be read a third time.

His Excellency—I think the Bill has been sent to the Committee of the Law Society for consideration. The Bill is just returned to me and I have not had time to give consideration to the recommendations they have been good enough to make. I would ask that the Bill be postponed until next meeting.

Hon. Mr. HEWITT—With regard to what the hon. Attorney-General has just said, the Patents Bill is rather an important one and I trust you will agree—and I venture to suggest it might be a useful thing if Your Excellency agrees—to send the Bill to the Chamber of Commerce, because a good many members of that body would like to have an opportunity of expressing their opinion on it at the next meeting.

His Excellency—Council stands adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. The following vote was passed:—

POLICE AND PRISON VOTE.

The Governor recommended the Council to vote a sum of One hundred and fifty Dollars (\$150) in aid of the vote, Police and Prison Departments, A.—Police, Other Charges, Furniture.

The Chairman—It was suggested to Government some time ago, and it has been decided to make Mount Gough Police Station partly a sanatorium for the police, and \$150 is required to furnish extra utensils necessary.

EDUCATION.

The Governor recommended the Council to vote a sum of One thousand nine hundred and seventy-six Dollars (\$1,976) in aid of the vote, Education, Other Charges, Grants, Principal Grants under Grant Code.

CHINA SUNDAY SCHOOL UNION.

A home religious journal makes an appeal for interest and practical sympathy in the work of the China Sunday School Union. As many already know, says the journal, the Chinese have been welcomed from the deep of centuries by the long labours of Christian Missionaries, by the invasion of Western traders, and especially by the victory of Japan over Russia in the late war. They are seeking Western knowledge, and are susceptible to Christian teaching as never before. It is spring time for the Christian Church.

This is doubly true in regard to the children, and the ancient prejudice against Christian schools is fading. Chinese parents in many places are not only willing but eager to send their children to the Mission Sunday Schools.

In these circumstances the China Sunday School Committee has a noble opportunity, and a special responsibility, seeing that Sunday Schools have been established in only one-eighth of the Churches. Nor are the workers in the field indifferent. The Rev. W. Nelson Britton writes: "I addressed last year a magnificent gathering of Chinese Christians in the Canton Medical Mission Chapel. This building seats 1,500 people, and it was crowded. The friends estimated an attendance of 1,770 and the meeting was enthusiastic. It was a wonderful sight to find this muster of Christians earnest about the teaching of the young in the name of Jesus Christ in a city which for so many years closed its doors to missionary enterprise, and against the gates of which the pioneers of missionary work in China—Morrison, Milne, and Parker—seemed to beat in vain. The second century of Protestant missions in Canton finds its chief expression in a determination to undertake the work of Sunday Schools."

Obviously that work cannot be undertaken without money, and the money must be found in the first instance in this country. During the past few months the work has made enormous strides. The Committee is now circulating thousands of copies of the monthly lessons, picture cards, etc., and arrangements are nearly completed by which the services of an Organising Secretary will be secured.

Generous help has already been given by a few friends, but there is urgent need for 500 Guineas, in order to establish at once a depot in Shanghai and to meet existing claims. Thirty-five guineas were contributed at the May meetings of the Sunday School Union, and we commend the appeal for the residue to the Sunday Schools of Great Britain.

If 500 schools will pledge themselves to give 21 sh. a year for five years, not only will the present need be met, but a secure foundation will have been laid for the up-building of a great and beneficent Sunday School system in China.

THE CHRISTIAN MOVEMENT IN JAPAN.

PROGRESS DURING THE PAST FIFTY YEARS.

In connection with the recent celebration of Yokohama's Jubilee, and the review of Japan's progress during the fifty years, a correspondent calls the Japan Gazette's attention to the following statistics, taken from "The Christian Movement in Japan" for 1909. The figures refer to Protestant missions only.

Native Churches, wholly self-supporting 79

Native Churches, partly self-supporting 350

Practising Places other than Churches (where the Gospel is proclaimed not less than 6 times per annum) 911

Native ordained ministers 469

Native unordained ministers and helpers 625

Native Bible women 203

Native full Church members 57,330

Native baptised persons, not yet full members 10,554

THE CALL OF THE WILD.

DRAMA IN REAL LIFE.

LIEUTENANT SHACKLETON AT THE SAVAGE CLUB.

Lieutenant Shackleton, the Antarctic explorer, was the principal guest of the Savage Club at their home dinner last month. He sat on the right hand of the chairman, Captain R. F. Scott, a member of the Club, whilst distributed down the table were the following members of his expedition: Sir P. Brodiehurst, Dr. Marshall, Messrs. Wild, Marston, Macintosh, Joyce, Armitage, and Buckley. Others present included Dr. Scott Kettle, Sir J. D. Linton, Sir W. E. Treloar, Mr. Honnaker Heaton, Mr. R. E. S. Walcott, Colonel Bogerth, Mr. Courtice Proude, Captain Adrian Jones, and General Sir A. Tarnier. A special menu was designed for the occasion by Mr. J. Henshall and Mr. Charles Dixon. The centre picture represented the Nimrod among ice-floes, and the border consisted of penguins smoking cigars, a Union Jack planted on a snowfield, with Lieutenant Shackleton in his explorer's hood, and Captain Scott in naval uniform. Underneath was inscribed "Welcome to Lieutenant R. F. Shackleton."

Captain Scott, in proposing the health of their guests, said he thought that the rule of the Club checking speech-making had been rightly suspended on that occasion, when they had among them men who had shown in the highest degree qualities of courage, fortitude, and endurance, and had added a glowing page to the history of this country. He did not know exactly what the connection was between the Club and explorers, but it had become a tradition and a custom, which, he believed, served as an incentive to explorers to deserve the honour which the Club did them. Two years ago, in looking at this varied question, he thought that the probable connection was that the explorer had primitive and savage habits. (Laughter.) "I remember," he said, "submitting as a claim to be considered by you the fact that I had been for ninety-three days without a bath. (Laughter.) Well, that record, like many other records, has been broken by our friend, Lieutenant Shackleton, who has been more than one hundred and twenty days without a bath." (Loud laughter.) But to be more serious, perhaps the connection was that the Club stood for support to the drama. It encouraged dramatic art, and dramatic art was founded on drama in real life. What more magnificent drama in real life could they have before them than the drama which had been enacted by this handful of men within the last two years? (Cheers.) They had only the outlines of the expedition—its progress, but the least notable is that which is to be paid him by Trinity House. He has accepted an invitation to become a Younger Brother of that ancient Corporation. The letter of invitation intimates that the bestowal of this honour has the entire approval of the Prince of Wales, who is Master of Trinity House. It is a noteworthy fact that this is only the second time in the history of the Corporation that such a distinction has been conferred.

HONOURING BY TRINITY HOUSE.

Among the honours which are being conferred on Lieutenant Shackleton, the Antarctic explorer, not the least notable is that which is to be paid him by Trinity House. He has accepted an invitation to become a Younger Brother of that ancient Corporation. The letter of invitation intimates that the bestowal of this honour has the entire approval of the Prince of Wales, who is Master of Trinity House. It is a noteworthy fact that this is only the second time in the history of the Corporation that such a distinction has been conferred.

BRITISH CRUISER RAMMED.

THE RECENT COLLISION OFF DUNGENESS.

Yesterday's mail brought particulars of the recent collision in a fog off Dungeness whereby H.M.S. *Sappho* was badly damaged. The report reads:—

H.M.S. *Sappho*, a protected cruiser, was rammed in fog on Saturday night a mile off Dungeness by a Wilson liner of the same name—the *Sappho*. The liner escaped almost unscathed, the cruiser had a breach eight feet by four feet on her port side near the stokehold, and began to sink. But every soul was saved, and the cruiser was beached at Dover eighteen miles away with every prospect of salvage.

The finest traditions of the coolness of the sailor in peril were maintained. Water quenched the cruiser's furnace, the engines stopped, the pumps were useless, the electric light went out, the wireless call for rescue could not be sent. But her 273 men, sleepers as they jumped from their bunks, firemen in trousers as they rushed from the stokehold, stood calmly at their posts; the collision masts did their work; the boats were got out, and lives and guns called aid from the shore.

Dungeness is only a hamlet and the best of its men were at sea. Brave women and girls, however, helped to haul the lifeboats over the shingle into the sea. A motor launch (belonging to Mr. Bates) responded to the call soon between 150 and 200 of the cruiser's men were ashore and provided for.

Meantime Dover sent her powerful tugs, one of which was lashed to the cruiser, pumping 800 tons of water an hour from her to keep her afloat. Even then she was down to her top-most portholes. Other tugs towed her slowly to Dover, while the rest of the crew in their boats formed a shipwrecked flotilla in the rear. By masterly seamanship the *Sappho* was beached east of the Prince of Wales Pier and the work of salvage began almost at once.

The *Sappho*'s crew was made partly of reservists and volunteers. She had only left Portsmouth a few hours before the accident happened, to join the Blue Fleet for the secret Navy manoeuvres. She is one of the older ships whose nucleus crews in non-manoeuvre times have been so much criticised. The accident vividly recalls the ramming of the destroyer *Blackburn* by the *Hero* off Dungeness a few months ago and the disaster of the warship *Gladiator* sunk by the liner *St. Paul* in the Solent. Even a protected cruiser goes down before a tramp when hit in a vital spot.

BLUEJACKET'S STORY.

A number of the crew of H.M.S. *Sappho* gave the following narrative of the collision:—

"We left Portsmouth harbour at 7.50 a.m. on Saturday to take part, as we understood, in the North Sea manoeuvres. We anchored at Spithead to await our turn to swing compasses. We left at 1 p.m. and proceeded up Channel.

"About nine o'clock we arrived off Dungeness Point. There was very little sea, though it was somewhat foggy, and our vision was limited to less than three hundred yards. Suddenly we saw a large steamer coming down Channel on our port (left) bow. Captain Christian and the navigating Lieutenant, Mr. Stagg, were on the bridge. Signals passed between the two ships.

"In our case the order 'Hard a port' [that is, the cruiser's bow was turned to the right] was given and the *Sappho* obeyed at once. We could see that the merchantman was riding light, and perhaps she did not answer her helm as quickly as she would have done had she been more heavily laden. She struck us at 8.56. She did not meet us bows on, but struck us with the rounded side of her bow, crashing through our port sea-board and carrying away the davits.

"There was no confusion and not even a semblance to a panic on board.

"Just before the impact a bugler sounded the order 'Out with collision masts,' and then when our damage was ascertained came the command 'Lower the boats.' The crew went here and

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[36]

there quite quiet, except that they cracked a few jokes. We might have been practicing. The pianos and the caters had taken loads ashore, loaded up again, and departed before the first of the two lifeboats arrived. The officers and enough men to work the ship remained on board, and some hours later the good old *Sappho* was towed away.

"Another member of the crew said: 'The liner struck the *Sappho* beneath the steel deck of the wing bunker on the port bow forward. The orders were then given 'Full steam ahead. Beach her,' but the water poured through the side and soured the fires. The other *Sappho* struck us right in the coal bunker; that was fortunate, as we had just taken 600 tons of coal on board. The watertight compartments, in accordance with regulations, had been closed some time before.

"Sailors are supposed to be superstitious, but there are curious facts about this accident. Our boat is H. M. S. *Sappho*, on Saturday afternoon we passed a boat named *Sappho*, at night we were rammed by still another *Sappho*."

GIRLS AT THE LIFEBOAT.

The news that a ship, which proved to be H. M. S. *Sappho*, was in danger of sinking off Dungeness Point was made known there shortly after nine o'clock on Saturday night by rocket signals sent up by the warship. The coast-guard, the fishermen, and the women of the hamlet responded nobly.

The land surrounding the point is perhaps the most desolate of the Kentish coast. A little to the west is the lighthouse, and inland half a mile distant, set among a monotonous sea of level shingle, are about a score of cottages. At the back of the cottages the Romney Marsh stretches for miles.

Within a short time of the signals being observed the lifeboat, housed near the lighthouse and close to the sea, was manned and launched. The launching of the second lifeboat, named after the Royal and Ancient Order of Buffaloes, was more difficult. That it was launched very shortly after its companion was due mainly to the devotion of the women and girls of the hamlet. This is the story told by one of the girl helpers, a tall, straight-limbed lassie, herself the daughter of a dead lifeboat man.

"When I heard the signal I ran just as I was, without hat or shawl, to the lifeboat. Several of my girl friends and a few men were already there. We pulled and tugged with all our might, and with the aid of movable gliders we got the boat over the two hundred yards of level shingle to the beach. By this time the remainder of the crew had arrived and the boat was launched. Then we felt happy, but anxious for the safety of those in danger.

Presently the two lifeboats and the *Sappho*'s own boats landed some 150 of the warship's crew. Of course, there is no sailors' home and the available accommodation was scant, but the householders, and especially the women, did their utmost to make the shipwrecked men comfortable. In all the cottages the lower rooms were converted into sleeping apartments. Some eighty of the men were put up in the Dungeness schoolhouse. This building is used for Church of England services on Sundays, and on Saturday night an improvised altar was set up at the eastern end in readiness for the morrow's service. That night the building was packed with sleeping figures, and two worn-out seamen who could find no other room in the schoolhouse utilised the sloping sides of the altar table as a pillow.

The men were loud in their praise of the kindly attention showered on them by the dwellers in the hamlet.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 5.50 a.m.—Signals lowered.

On the 15th at 12.05 p.m.—The barometer is rising in Hongkong and falling over Tongking.

The typhoon has passed into the Gulf of Tongking by way of Hainan Straits and now threatens Baphong.

Pressure has increased moderately over N. Luzon, Formosa and the E. coast of China, and given way considerably in N.E. Japan.

The high area remains over the Pacific to the South of Japan.

Moderate E. winds may be expected in the Formosa Channel and S.E. and E. winds slowly decreasing in force, along the E. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.65 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) E. winds, moderate.

Formosa Channel S.E. and E. winds, fresh.

South coast of China between S.E. and E. gale.

Hongkong and Hainan S.E. gale.

(*) S.E. and E. winds, slowly decreasing; equally, showery.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MANDELLA	SIMLA	5 P.M., 16th July	Freight and Passage
SHANGHAI, MOJI, KOBE and YOKOHAMA	SYRIA	5 P.M., 16th July	Freight and Passage
SHANGHAI	DELHI	About 22nd July	Freight and Passage
LONDON via USUAL PORTS	DELTA	Noon, 24th July	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th July, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 16th July, 4 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 17th July, 4 P.M.
NINGPO and SHANGHAI	"PAKHOI"	On 17th July, 4 P.M.
SHANGHAI	"LINAN"	On 18th July, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIENS, TOWNS- VILLE, SYDNEY, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.
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MANILA	"TEAN"	On 20th July, 3 P.M.
HONGKONG, PAKHOI and HAIPHONG	"SINGAN"	On 22nd July, 9 A.M.
SHANGHAI	"CHINHUA"	On 22nd July, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, 4 P.M.
MANILA	"TAMING"	On 27th July, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 16th July, 1909

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOY and FOCHOW.	FRIDAY, 16th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th July, 1909.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via NINGPO	"CHOYSANG"	Friday, 16th July, 3 P.M.
MANILA	"YUENSANG"	Saturday, 17th July, 4 P.M.
SAIGON	"HOPSANG"	Saturday, 17th July, 4 P.M.
SINGAPORE, SAMARANG and SOERABAYA	"ONSANG"	Saturday, 17th July, 4 P.M.
TIENTSIN via WEIHAWEI & CHEFOO	"CHEONGSHING"	Tuesday, 20th July, 4 P.M.
SHANGHAI	"HANGSANG"	Tuesday, 20th July, Noon.
SANDAKAN	"MAUSANG"	Thursday, 22nd July, Noon.
MANILA	"LOONSANG"	Friday, 23rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Friday, 30th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 3rd Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Hongkong, 16th July, 1909.

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 17th July, 4 P.M.
RUBI	2540	R. W. Almond	Manila	On 24th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 16th June, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU, Capt. H. Peterson, 6,500	6,500	WED'DAY, 21st July, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SANUKI MARU, Capt. E. Homma, 6,500	6,500	WED'DAY, 4th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Sato, 7,090	7,090	TUESDAY, 20th July, at 4 P.M.
KOBE and YOKOHAMA	KAGA MARU, Capt. M. Higino, 6,500	6,500	TUESDAY, 17th Aug., at 4 P.M.
BOMBAY via SINGAPORE, NAGASAKI, MOJI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, 5,000	5,000	FRIDAY, 6th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	INABA MARU, Capt. R. Takeda, 6,500	6,500	FRIDAY, 23rd July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	CEYLON MARU, Capt. Fred. Pryne, 6,000	6,000	MONDAY, 26th July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, 9,000	9,000	FRIDAY, 30th July, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	WED'DAY, 4th Aug., at Noon.

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU - (Capt. F. L. SOMMER) - About Wed. 28th July.

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. W. HAINBRIDGE) - About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

[15-93]

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also all North and South American Ports and the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SAXONIA	20th July
S.S. DORTMUND	27th July
S.S. SPEZIA	13th Aug.
S.S. C. FERD. LAEISZ	17th Aug.
S.S. AMBERIA	27th Aug.
S.S. NICOMEDIA	3rd Sept.
S.S. LIBERIA	15th Sept.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM & HAMBURG:

S.S. ISTRIA	21st July
S.S. BRASILIA	23rd July
S.S. SEGORGIA	31st July
S.S. SAMBIA	12th August
S.S. SLAVONIA	20th August

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th July, 1909.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., LD.

GOTENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPEN- HAGEN and GOTENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to

Hongkong, 14th July, 1909.

MELOERS & CO.,
AGENTS.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD,
HONGKONG.

Japan Office:

14, WATER STREET,
YOKOHAMA.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIMAH	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIPANAS	JAVA	Second half of Aug.	JAPAN	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 15th July, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU ... 6000 tons gross ... Sail Aug. 30th, at Noon.

S.S. HONGKONG MARU ... 6000 " " " " " Oct. 26th, at Noon.

S.S. MANSHU MARU ... 500 " " " " " Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 29th June, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson, 4,416 "SEATTLE MARU" Capt. 6,178	4,416 6,178	SAFURDAY, 31st July SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMU via SWATOW, ANPING via SWATOW, & AMOY	"DAIGI MARU" Capt. H. MURAYAMA "SOSHU MARU" Capt. K. SUGI	SUNDAY, 18th July, at 10 A.M. WED'DAY, 21st July, at 10 A.M.

SHANGHAI via SWATOW, AMOY & FOCHOW
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

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VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"

Capt. B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 24th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tees for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the B.M.S. "ARABIA" due in London on the 5th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th July, 1909.

[1]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 1st July, 1909.

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"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON and ANTWERP.

THE Steamship

"SEGURA"

Captain Hayes, will be despatched as above on SATURDAY, the 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewards are carried. Fare to London £25.

For Freight, or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,
Agents.

